

MOOSE DEVISED
BY 2 ALLIES TO
SNARE WILSON

President Suspicious of
Plan to Abandon Decem-
ber Adriatic Pact.

FRANCE IN TIGHT PLACE

Breckinridge Criticizes At-
titude of Administration
Toward Fiume.

In their latest Adriatic note, the
allies have made a diplomatic noose
for President Wilson. Indications,
however, are that he will not walk
into it.

Let the three of us propose direct
negotiations to Italy and Jugo-
Slavia. This is the suggestion Pres-
ident Lloyd George and Millerand
make to him. The President has no
objection and had no past objection to
this proposition. In fact, it accepts
the first part of his own recently
proposed solution.

But the White House views the
second step, pressed by the two
Ministers, with some suspicion. Im-
mediate abandonment of December's
Anglo-Franco-American agreement
is urged. This allegedly could pro-
duce any Italo-Jugo-Slav confer-
ence and almost assure its failure.
Mr. Wilson had calculated on the
possibility of an Italo-Jugo-Slav
agreement. He had advocated,
in such an event, the general ac-
ceptance of the December decision.

Dilemma for President.
The allies have cleverly turned the
President's last proposal into a di-
lemma against him. They plainly
aim at the removal of the Decem-
ber agreement which is the prop
of his diplomatic position. At the
same time, the pact of London is
blatantly indicated as the last resort
for solutions of voluntarily "un-
solvable problems." With carefully
laid nets, the allies are trying to
catch all the diplomatic advantages
of the present situation.

No official or authoritative comment
in the last allied communication
could be gleaned from American
sources yesterday. It is possible that
he note will be made public at Lon-
don before its publication here. But
administration circles predict that
in answering it the President will
stick to the spirit of his December
note, and England's reservations un-
doubtedly provide her with a loop-
ole of escape from that agreement.
At France, it is officially argued,
he should be bound by its essen-
sals, at least.

There is a good deal of sugges-
tion in the repeated reference of
France and Italy to the pact of
London. For it realizes treaty set-
tlements not only in the Adriatic
but also in the Near East, opposed
by the President. Many think that
allies wish only to wear down
President Wilson's opposition on
his part by the continual wear-
ing of the pact. Others, however,
believe that there is something far
more positive and extended in the
French attitude. They believe that
France and England fundamentally re-
gard the President's past requests
consider the pact as a dead and
died document.

Breckinridge Versus President
Henry Breckinridge, former As-
sistant Secretary of War, takes em-
phatic issue with the President's
attitude toward Fiume. Speaking
as a private citizen, he alleges that
President Wilson's attitude is
"endangering the international pres-
ence of the United States." His
statement given to the press has in-
teresting background, since he was
pointed to his former post by
President Wilson himself and has
been a life-long Democrat.

Mr. Breckinridge served as As-
sistant Secretary of War under
President McKinley from 1913 to
1916. He resigned in sympathy with
Mr. Garrison when the latter gave
up his portfolio, owing to the di-
vergence of views between the
President and himself. "What is
the significance of Fiume?" Mr.
Breckinridge now asks. "It is the
sign of a moral bankruptcy," he
answers. "It is the last moral asset
to be realized out of the wreck
of the journey of the President to
Rasaille." Continuing, he adds:
"Fiume is the last screen of
moultage still standing before the
lowliness and emptiness of our
diplomatic history. The damage to
the individual is irretrievable and
the consequence to his country is not
light. No individual, no official,
never existed in power, can be
seen by the world to be America
unwilling our international stand-
ard would be entirely undesirable."

Criticizes "Wilson Line."
Fiume is a valuable criterion,
Mr. Breckinridge says, by which
one reads an entire
"Wilson Line." If such a term
is applied without exaggera-
tion, America fundamentally is a
liar and a bully, then Fiume
is its opportunity, the opportunity
to divert the attention of
foreign policy, presumed to
be upon high morality, by mak-
ing a last ditch fight on the moral
issue of protecting the right of the
go-Slav to an outlet on the
Adriatic.

But it is of the spirit of America
to bring to bear its mighty eco-
nomic power to coerce Italy into
its bidding, immediately after
America, through its self-ap-
pointed and sole representative,
failed on an issue of far more
guilt in the spoliation of our
China? There is no more
reason for a "Wilson Line" be-
tween Italy and Jugo-Slavia than
there is for an Emmanuel line or
a line between Mexico and
United States. The policy that
would have America draw a "Wil-
son Line" on the shores of the
Adriatic destroys the moral foun-
dation of the Monroe doctrine.

Allies May Occupy Turkey
In Great Military Scale
Unless Massacres Cease

London, Feb. 28.—Allied military
occupation of Asiatic Turkey on an
extensive scale was seen as a pos-
sibility here tonight.

Following announcement by the
council of premiers late today, that
the council has decided upon "con-
certed action" by the allies, in con-
nection with the massacre of
Armenians and other foreigners by
the Turks, many observers held the
view that allied troops may be sent
into the disturbed areas.

War Experts Attend.
This opinion was strengthened by
the official announcement that mil-
itary experts attended the session at
which the massacres were discussed.
So far as could be learned tonight
the only important allied force in
Turkish Asia Minor is a detachment
of French troops which took over
the garrison in the Marash-Aintab
district when the British troops
were withdrawn. The French al-
ready have been in contact with the
Turkish nationalist rebels of Mus-
tapha Kemal's force.

There was considerable specula-
tion as to what effect today's de-
cision will have upon the treaty of
peace with Turkey and the allied
decision to leave the Sublime Porte
in Constantinople.

Question Far From Settled.
The Turkish question is far from
settled, it was admitted in official
circles. Even the decision of the

FORMER POILUS
OFFER AID
IN STRIKE

Mobilization of French Re-
serve Planned as Rail
Service Stops.

Paris, Feb. 28.—The Union of
Former Soldiers, with more than
400,000 members, tonight offered its
services to the government to
operate trains during the railway
strike.

The government continued its ef-
fort to break the strike, namely
distribution of all perishable
foodstuffs, tied up in transit be-
cause of the strike, was ordered.
The food situation in Paris was
described as critical. Shopkeepers
reported depleted stocks, with an
special shortage of cereals.

Strike in Parks.
Suburban lines which carry
thousands of workers to and from
their tasks in Paris were tied up
late yesterday and thousands were
forced to seek lodging in the city
proper or sleep in the parks.

The strike tonight apparently had
settled down to a finish between the
government and the unions.
Early reports indicated that the
general strike called in sympathy
with workers on the Paris,
Lyons and Mediterranean lines—
had not been generally heeded.
Traffic was reported nearly normal
in the north.

The government's plans to break
the strike have taken the following
forms:

Airplanes Seized.
Mobilization of all railway work-
ers subject to military service.
Requisition of motor trucks, au-
tomobiles and airplanes to trans-
port food and telegrams.
Prosecution of strike leaders, if
laws can be found covering their
action.

Military forces to operate trains and
prevent violence.
Stations and terminals in Paris
were under guard tonight while pri-
vate automobiles had been command-
ed to transport workers to their
homes in the suburbs. There were
no reports of serious disturbances.

Firemen Robbed
At Hotel Blaze;
Village Cop Quits

Staunton, Va., Feb. 28.—In-
vestigation following the fire at
the Beverley Hotel here has dis-
closed that not only were guests
robbed of jewelry and clothing
but the fire department itself
was victimized. Several rubber
coats, gum boots and two gas
masks were taken from the fire
truck. Police are seeking the
thieves.

Another result of the fire is
the resignation of Policeman Ar-
thur B. Crosby, which was ten-
dered last night. Crosby's action fol-
lowed a meeting of the police
committee of the city council
called at his request. At this
meeting he was severely ar-
raigned for his action, or rather
his lack of it, at the fire early
Tuesday. It was charged the
policeman not only failed to as-
sist in rescuing guests and
guarding valuables but actually
was in the way as he watched
proceedings.

WILSON TO BAN
LODGE VERSION
OF ARTICLE TEN

President Firm With Own
Party on Final Ac-
ceptance.

ALLIANCE IS CHARGED

Kellogg Accuses Hitchcock
Of Organizing to Beat
Treaty.

Democratic Senators have been
notified President Wilson will re-
fuse to accept treaty ratification
with the Lodge reservation on Ar-
ticle X.

This word from the President, it
was learned, was taken to Demo-
cratic Senators by Senator Carter
Glass, of Virginia. The President is
understood to have told Glass that
under no circumstances would he
deposit ratification of the treaty if
the Lodge reservation on Article X
were adopted. The former Secretary
of the Treasury had been commis-
sioned by a number of Democrats
to visit the Executive and ascertain
his view.

Kellogg Sarcasm.
This was the most important de-
velopment of the day. The ora-
torical pyrotechnics consisted mainly
of verbal attacks and counter-
attacks, with words of invective and
recrimination bandied back and
forth from the Republican to the
Democratic side of the Senate cham-
ber. Senator Kellogg, Republican,

in a speech filled with sarcasm, ac-
cused Administration Leader Hitch-
cock of having formed an alliance
with Senator Borah and the other
irreconcilables to annihilate the
treaty.

Senator Kellogg said: "I con-
gratulate both Senators on their
new alliance. I do not wish them
success, but I hope they get out of
it all the pleasure they can."

Senator Kellogg implied if Sen-
ator Hitchcock could point to a sin-
gle thing he did to discredit the
President, to which Senator Hitch-
cock replied:

"Yes, I can. You joined Republi-
cans scored in a conspiracy to stuff
the Foreign Relations Committee
full of enemies of the treaty, men
who were pledged to do all they
could to defeat it."

The Senate knows that is not
the case, Kellogg said, but he was
asserting that he had a "solidarity"
for the purpose of forcing the Sen-
ate to adopt reservations which they
know will never receive a two-thirds
vote in the Senate.

"I'll say it would have been im-
possible to get any kind of reserva-
tions to protect America without
the full Republican vote," Kellogg
said.

Senator Knox at this moment
took a hand in the discussion by
saying that it was impossible for
the Senate to ascertain what the
President was doing at Versailles
because all the avenues of com-
munication were in control of
George Creel and the Committee of
Public Information.

Two Deaths from Pneumonia.
Two deaths from pneumonia were
reported to the Health Department
last night. No influenza deaths were
reported. The deaths were: Jane
Brown, aged 75, St. Elizabeth's Hos-
pital, and Effie B. Orrison, 61 years,
Kalma street northwest.

'Y.W.' Worker Here
From Buenos Ayres

MISS PERSIS M. BREED.
For the past five years she has
been in charge of the Young
Women's Christian Association
branch at Buenos Ayres, Argen-
tina. She is to speak at the local
association building, 1223 P
street northwest, this afternoon,
at 4:30 o'clock, on her work
among South American women
and girls.

BRAZIL TROOPS
SENT TO END
UPRISING

Ships Loaded With Muni-
tions and Soldiers Leave
For Bahia State.

Rio De Janeiro, Feb. 28.—The gov-
ernment apparently is preparing an
extensive military campaign to put
down uprisings in the state of Bahia,
where rebels have refused to recog-
nize the authority of Governor Seabra
and have captured several towns.

Several more ships carrying muni-
tions and reinforcements left for the
port of Bahia, about 1,000 miles to
the northeast by water, and the
government announced that two
transports will be ready to sail to-
morrow.

Gen. Aguiar, commanding federal
forces in the field, was reported to
have established a state of siege
along the Bahia border to facilitate
military operations in the border zone.

Meantime the censorship had
slammed down and only meagre re-
ports could be obtained from the
disturbed districts.

Refuse to Recognize Governor.
Disorders have been almost con-
stant in Bahia since the recent gov-
ernatorial election, which resulted
in the naming of Governor Seabra.

The opposition claimed he was
placed in office by fraud and re-
fused to recognize him.

It has the support of Ruy Bor-
bosa, a leading statesman. Barbosa
refused the Brazilian government's
invitation to be its representative
of the league of nations because of
its attitude in recognition of the
election of Seabra.

Rebels Seize Towns.
During the last week the situa-
tion apparently has become serious,
the rebels seizing control of sev-
eral towns. Troops were sent to
Bahia City on Tuesday, to reinforce
the local garrisons and restore or-
der.

Bahia is one of the most impor-
tant Brazilian states, with an esti-
mated area of 164,600 square miles
and a population of more than 2,
000,000. The capital and largest
city is Bahia, with an important
harbor. It is noted as a church
center and for its coffee export.
Its population in 1906 was estimat-
ed at more than 200,000.

COUNTRY IS LOYAL,
PERSHING REPORTS

New York, Feb. 28.—"I found the
country American to the core," Gen.
Pershing said tonight, after his ar-
rival here from a nation-wide tour in-
specting army posts and cantonments.
Pershing will leave for Washington
Sunday night to make his report on
the inspection tour, he said. He re-
fused to comment on universal train-
ing or politics.

Chair Hugo Used
In Senate Taken
From Caillaux

Paris, Feb. 28.—Joseph Cail-
laux, former premier, on trial
before the French senate sitting
as a high court of justice,
will occupy a new seat when
the trial is resumed.

The senate, Victor Hugo's
grandson complained in a pro-
test to President Leon Bour-
geois, has insulted the memory
of the great French novelist
by allowing Caillaux to occupy
the chair in which Hugo sat
when he was a member of the
body.

Caillaux, accused of implica-
tion in the defeatist plots,
must be moved out of Hugo's
chair, his grandson asserted.
Bourgeois promised to find
another chair for the accused
at the next session of the trial.

WILSON SIGNS RAILS LAW,
ENDING FEDERAL CONTROL;
HINES' ANSWERS CRITICISMS

Director General Declares,
In Letter to President,
That Operation Has Been
Cheaper Than Possible
Under Private Manage-
ment.

MADE WAR SERVICE
POSSIBLE, HE SAYS

Report Contends Entire
Loss of \$480,000,000
Would Have Been Wiped
Out if Rate Increases Had
Been Dated from Jan-
uary, 1918.

Government operation of the rail-
roads has been far cheaper and more
efficient than private operation
could have been during the same
period, Director General Hines, of
the Railroad Administration, de-
clared yesterday in a special report
to President Wilson on the opera-
tion of the roads during the four-
teen months, ending today, he was
in charge.

Director Hines refutes the charge
that Federal control has cost any-
where from \$700,000,000 to \$1,300,
000,000, "according to the bent and
fervor of the persons making the
statement."

He denies, as without foundation,
the claim that the roads will be
turned back in a broken-down con-
dition, and asserts that they are
now in the best possible condition
to render to the public under private
management a high class, cheap and
efficient service.

Millions Saved, Report Says.
Despite the billions of dollars ex-
pended by Congress for the upkeep
of the roads, millions have been
saved to the public, the government
and the roads, Hines indicated.

The whole cost in rates and taxes,
he contends, has been less than it
would have been if the private cor-
porations had continued to menace
the roads during the war period.

"From the standpoint of the con-
dition for current operation, the
roadway and structure are in good
working condition, have carried a
large traffic for many months, and
are capable of continuing to do so,"
Hines asserted. He submitted fig-
ures to show that the roads have
been carrying far more traffic, both
freight and passenger, than ever
before.

Reviews Entire Question.
Reviewing the entire question in
the conclusion of the report, Hines
said:

"These I regard as the results of
Federal control:

**OKLAHOMA RATIFIES
WOMAN SUFFRAGE**

Oklahoma City Okla., Feb. 28.—The
Oklahoma legislature today completed
ratification of the woman suffrage
amendment to the Federal Constitu-
tion. The ratification will take effect
immediately with restoration of the
emergency clause by the house of re-
presentatives before finally passing the
measure.

Charles W. Va., Feb. 28.—The
special session of the State legisla-
ture today adjourned until Monday after-
noon without acting on the national
suffrage amendment.

Drastic fuel control is to continue
at least through the present "coal
year," ending April 30, it was as-
sured yesterday.

In two executive orders, issued
simultaneously with announcement
of his signature of the railroad bill,
President Wilson provided for full
supervision of the distribution, sale
and export of all coal mined both
for industrial and domestic con-
sumption.

Doubts as to whether Rail Direc-
tor Hines would longer exercise au-
thority over bituminous and anthra-
cite production were ended by the
order directing that he and his
representatives in the several dis-
tricts under the Railroad Adminis-
tration should continue to exert
powers conferred upon Hines by
Federal Fuel Administrator Garfield
in 1919.

Commission Appointed.
At the same time J. W. Howe,
commissioner of the Tidewater Coal
Exchange, Hampton Roads; Rem-
brandt Peale, member of President
Wilson's coal commission; F. M.
Whitaker and J. F. Fisher were
named as members of a commission
to which are delegated all the powers
over export of coal formerly resid-
ing in the office of director general
of railroads.

An order of the Fuel Adminis-
tration, issued November 6, 1917,
and suspended February 29, 1919, con-
stituting the Tidewater Coal Ex-
change "as a common agency to
facilitate transshipment and to re-
duce delays in the use of coal cars
and coal-carrying vessels" also was
reinstated.

Thus the passing of the Railroad
Administration as an executive
branch of the government tomorrow
will in no way cause confusion or
bring a supply and sale crisis in the
coal industry.

Labor Leaders
Informed Why
Act Is Approved

In his letter to fifteen leaders of
organized railroad workers—B. M.
Jewell, W. S. Stone, Timothy
Shea, L. E. Sheppard, W. G. Lee,
S. E. Heberling, E. J. Manion,
James W. Kline, William H.
Johnston, M. F. Ryan, Louis
Weyand, John J. Hines, James
Noonan, James J. Forrester and
D. W. Helt—the President said:
Gentlemen:

Your letter of the 14th instant
and the subsequent arguments
presented on your behalf with
reference to the subject of pend-
ing claims for wage increases
have had my careful considera-
tion. The passage of the rail-
road bill by the House of Rep-
resentatives on the 21st instant
and by the Senate on the 23d
instant has made it evident that
I could not act upon your sug-
gestions until it should be deter-
mined whether the bill would
become a law or not. It was
manifest that if the bill should
become a law the negotiations
and consideration of the wage
matter ought to proceed in har-
mony therewith.

The bill having now become a
law, the way is open for im-
mediate action of the wage mat-
ter in accordance with the terms
of the bill. Section 301 of the
bill evidently contemplates that
the carriers and employees should,
as suggested by you, select rep-
resentatives who will thus con-
stitute a bipartisan board for
the purpose of attempting by
conference to agree upon a solu-
tion of this wage problem. In
accordance with the assurance I
gave last August and repeated
in substance in my letter of the
13th instant, I shall at once re-
quest the carriers and the em-
ployees to join in this action. I
believe such a step will go far
toward settling this matter, and
the subject for final disposition.

In fact, the sort of board thus
contemplated by Section 301 ap-
pears to be an appropriate sub-
stitute for the committee of ex-
perts which I have heretofore
suggested, and indeed such a
board will be authorized to go
further than such a committee
could have gone.

While it is true that the pro-
visions of section 307 of the
railroad bill relating to the la-
bor board will probably also
come into operation as to this
wage matter, nevertheless the
bi-partisan board can make a
great deal of progress which
will materially diminish the
time to be consumed by the la-
bor board; and while the bi-par-
tisan board is functioning, the
appointment and organization
of the labor board can be expe-
dited.

I cannot share the apprehen-
sion of your fears and your con-
stituents as to the provisions of
the law concerning the labor
board. I believe those provisions
are not only appropriate
in the interest of the public,
which after all is principally
composed of workers and their
families, but will be found to be
particularly in the interest of
railroad employees as a class.

Continuation of Fuel Control
Assured by Executive Orders

Hines will continue to apportion
the mined product, provide cars for
its shipment and prevent profiteer-
ing by sale of coal at rates exceed-
ing those prescribed as fair by the
Fuel Administration during the war
and revived during the coal strike
last December.

The new commission will attend
to circulation of coal between At-
lantic ports and nearby industrial
communities by rail and vessel.
More important still, they will pre-
vent the heavy export of bituminous
coal and depletion of supplies neces-
sary for American industries. Rep-
resentations were made to President
Wilson two weeks ago that if fuel
control were to pass with the dis-
banding of the Railroad Adminis-
tration forces New England States
would face a crisis as regards their
manufacturing centers. Scores of
foreign ships are waiting at At-
lantic ports, their masters literally
begging for coal supplies, delivery
of which would have diverted thou-
sands of needed tons destined for
industrial use. The commission will
see that no more fuel is loaded for
export than can be spared.

Lever Act Authority.
President Wilson's two orders
are issued by virtue of powers con-
ferred upon him by the food and
fuel control act of August 10, 1917,
popularly known as the Lever act.
Operators of the central compe-
titive field for bituminous coal pro-
duction have urged upon the Presi-
dent's coal commission the neces-
sity of legislation making wages
and working contracts between op-
erators and miners enforceable. Fail-
ing this, they have represented,
the work of the commission is
likely to come to naught.

Contracts often are broken at the
whim of the unions, the operators
aver. In spite of "strike-proof"
agreements, they say, the number
of strikes in the coal industry dur-
ing 1918 and 1919 ranged from
102 to 140 in various States af-
fected. Losses of coal running into
hundreds of thousands of tons have
been caused by these lay-offs, it is
declared.

Executive Order Autho-
rizes Chief of Railroad
Administration to Carry
Out Provisions of Cum-
mins-Esch Measure in
Property Transfer.

EXPRESS COMPANIES
ALSO GO TO OWNERS

Brotherhood Leaders De-
cline to Discuss Course of
President But Drastic
Move on Part of Labor Is
Not Expected to Result.

Ending a period of uncertainty as
to the final disposition of the rail-
road bill and in opposition to the
urgent appeals of the railroad
brotherhoods and the Farmers' Na-
tional Council, President Wilson
late yesterday attached his signa-
ture to the Cummins-Esch measure.

The law, as signed, is a compro-
mise between the Esch bill, passed
by the House, and the Cummins bill,
passed by the Senate, and was de-
signed to safeguard the rights of
the government, the roads and the
public, in the change from Federal
to private control and operation.

The President signed the act af-
ter he had carefully investigated its
provisions and obtained the expert
opinions of Attorney General Pal-
mer and Rail Director Hines as to
its constitutionality and feasibility.

Writes Letter to Leaders.
Coincident with the signing of the
measure, President Wilson issued a
proclamation delegating to Director
General Hines all the powers and
authority conferred upon the Chief
Executive by Congress for carrying
out the provisions of the bill, in-
cluding the transfer of the roads to
private control.

At the same time the President
made public a letter addressed to
the fifteen railroad labor representa-
tives in reply to their letter of
February 14 and subsequent com-
munications in which he endeav-
ored to set at rest their fears that
the operation of the railroad bill
would be inimical to the welfare of
railroad labor.

At sixty seconds past the hour of
midnight tonight the railroad sys-
tem of the nation, as well as the
express business, taken over by the
government on January 1, 1918, to
coordinate and concentrate the
transportation of war supplies, will
return to private control, in ac-
cordance with a proclamation is-
sued by President Wilson last Jan-
uary.

Fuel Ruling Prolonged.
The President also issued an
executive order prolonging until
April 30 fuel administration rulings
under which a commission will be
able to prevent the exportation of
bituminous coal.

The commission, appointed by the
President to carry out the fuel rul-
ing, is composed of J. W. Howe,
commissioner of the Tidewater Coal
Exchange; Rembrandt Peale,
F. M. Whitaker and J. F. Fisher.
The commission was appointed on
the direct request of the govern-
ment of six New England States, who
expressed the fear that with the
railroads back under private con-
trol those States already curtailed
to one-third normal supply of
bituminous coal would suffer a fur-
ther reduction.

Representatives of the railway
brotherhoods who remain in the city
could not be induced to discuss the
President's action. They admitted,
however, that they would meet to-
day to frame a joint statement, if
enough members still remain to
make a statement authoritative.

Strikes Not Expected.
It is understood the labor heads
will counsel the 2,000,000 railroad
workers to exercise patience and
take no drastic action until the rail-
road officials have had a chance to
demonstrate that they intend to
"make good" under the machinery
of the bill for adjustment of
wage controversies.

While the leaders have expressed
the fear that the enactment of the
Cummins-Esch bill into law might
result in sporadic and unauthorized
strikes, they have declared they
would make every possible effort to
prevent walk-outs until it becomes
evident that there is no hope for
a satisfactory adjustment of the
wage problem.

**British to Use Airplanes
To Catch "Flying" Thieves**

London, Feb. 28.—The use of air-
craft in certain kinds of crimes is a
possibility admitted by Scotland Yard.
"We are giving the matter the
closest attention," says Sir Nevill Mac-
ready, the chief commissioner. Police
airplanes are being considered as the
best protection against flying thieves.

\$290,000 Fire in Philippines.
Three hundred thousand pesos loss
(normally about \$290,000) resulted from
a fire at San Roque, Philippines, last
Thursday. Secretary of the Navy
Daniels was advised yesterday from
the U. S. naval station at Cavite.

Porto Rican Population Grows.
Population of the island of Porto
Rico is 1,256,582, an increase of 177,811
or 15.9 per cent over 1910, according to
a cablegram received by the Census
Bureau yesterday.

The Paper
for the Home
Current News Concisely Written

THE
WASHINGTON
HERALD
DAILY AND SUNDAY</